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STATE DOCUMENTS

NOV 26 1974

A BRIEF SUMMARY OF THE SITUATION
ON INTERSTATE HIGHWAY PROJECT

I - 90 - 1 [18] 50

SUPERIOR EAST

SUPERIOR EAST I 90-1 BRIEF SUMMARY 1964

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930 East Lyndale Avenue
Helena, Montana 59601

prepared by

MONTANA STATE
HIGHWAY COMMISSION

Paul M. Johnson
acting state highway engineer

May 28, 1964

Montana State Library



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1. The first step in the development of the Superior-East project was the "East of Superior" location study dated November 1, 1960. The "B" Line, which was the location used in both the 108(d) and the 104(b) Interstate Cost Estimates, was approved by the Bureau of Public Roads on December 28, 1960.

(Exhibit B)

2. On August 10, 1961, the Planning Report was completed and the project entered the design stage. Following the then-existing policies and interpretations, the project was planned and subsequently designed as two-lane interstate.

(Exhibit C)

Comment: Bureau of Public Roads' approval of four-lane was never requested. During the 1960-1962 era, the Montana Highway Department did ask Bureau of Public Roads' approval of four-lane in several cases which we thought particularly important. The Bureau of Public Roads, apparently guided by the philosophy that such changes could not be tolerated, due to increased cost, generally denied these requests. Because the cases denied appeared to more meritorious and to involve less money, the planning people accepted it as basic philosophy that the Superior-East project and, in general, Interstate 90 west of DeSmet, would be basically two-lane interstate with four-lane only on steep grades or at restrictive areas such as interchanges. It was under this thinking that the Alberton-E & W, Huson-West, and Tarkio-East projects were developed and contracted.

3. A public hearing was held in a school house near Tarkio, Montana on August 21, 1962. Attention at the hearing was centered on access problems of local farmers and ranchers; persons at the hearing did not express concern regarding number of lanes on the main line.
4. The project went through the normal design stages. Two field reviews and several informal meetings were held with the Bureau of Public Roads personnel present. Plans for acquisition of right-of-way were approved by the Bureau on May 28, 1963.
5. On December 18, 1963, a two-lane bridge across the Clark Fork (the most easterly of the two river crossings) was let to contract. On February 26, 1964, another two-lane bridge across the Clark Fork (the westerly bridge) was let to contract. These two bridges were planned, designed, and contracted on the basis that the Superior-East project would be built to two-lane interstate standards.
6. On March 12, 1964, the program documents for the two-lane roadway were submitted for Bureau of Public Roads' approval. (This final step is the formality by which the Bureau authorizes Federal-aid funds on a construction project.)
7. Bureau of Public Roads Memorandum of March 27, 1964 (EXHIBIT D) stated the Bureau would defer approval pending a reply to certain comments in the memo. The basic meat of the comments was:

- (a) Recent changes in Federal law would require this project to be four-lane in order to be adequate.
- (b) However, since this project had progressed to this advanced stage, the State could, with Bureau of Public Roads concurrence, go ahead on a two-lane basis.
- (c) "We believe that further consideration should be given to constructing this project to four lanes under the present program." In other words, we strongly recommend you go back and make the project four-lane. If you don't, you will be to blame.

A Montana Highway Department letter to the Bureau of Public Roads of March 31, 1964 agreed with the proposition that four-lane on Superior-East would be highly desirable, but asked Bureau approval to construct two additional lanes for ± 1.5 miles on the easterly end of the Superior-E & W project, and two additional lanes for ± 2 miles on the westerly end of the Tarkio-E & W project.

(EXHIBIT E)

Comment: (Please refer to straight line diagram marked Exhibit A.) Starting at the Superior interchange and going east under the Montana Highway Department proposal outlined in (7) above, there would have been approximately $16\frac{1}{2}$ miles of continuous four-lane highway with no transitions from two to four lane. Under the Bureau of Public Roads' suggestion of putting four lane on Superior-East, again beginning at the Superior Interchange, there would be $1\frac{1}{2}$ miles of four lane; a transition from four-lane to two-lane; $1\frac{1}{2}$ miles of two-lane; a transition from two-lane to four-lane; 9.5 miles of four-lane; a transition from four-lane to two-lane; 2 miles of two-lane; a transition from two-lane to four-lane; and 2 miles of four-lane to the Tarkio Interchange. Under either proposal there would be a transition west of the Superior Interchange, and one east of the Tarkio Interchange. Short sections of two-lane between sections of four-lane, and transitions, are two very dangerous features, which, to our chagrin as highway engineers, we are "engineering in" to Montana 's interstate. Our limited interstate accident statistics, plus common sense and experience driving our completed interstate confirms the dangerous nature of these elements. Bureau of Public Roads personnel up and down the line, as competent engineers and intelligent people, recognize the seriousness of these matters and are often sympathetic with us. But acting as an administrative organization, the Bureau of Public Roads seems to be unable to contemplate any increased cost or additional lane-miles, and unable to consider proposals of this kind on their basic merit.

8. On the basis of the Bureau of Public Roads memorandum of March 27, and after considerable thought and discussion, a decision was reached on April 13 to re-design Superior-East as four-lane. The Right of Way Division was advised to acquire right of way needed for four-lane construction including a frontage road north of the Milwaukee tracks; the Northern Pacific Railway was advised to change to a four-lane basis.
9. A field review of dual river crossing structures (four-lane) was conducted with Bureau of Public Roads representatives on April 15.
10. Bureau of Public Roads memorandum of April 28, 1964, approved construction of two more two-lane bridges across the Clark Fork. These bridges were to be built adjacent to the bridges referred to in (5) above, making the normal dual installation at each site and providing for four lanes across the river at each crossing. (Exhibit F)
11. On April 27 and May 5 the Bureau of Public Roads approved layouts for structures carrying Northern Pacific and Milwaukee railroads over four-lane interstate.
12. On May 5 the Montana Highway Department went ahead with advertising of the Clark Fork structures on verbal assurance from the local Bureau of Public Roads office that approved PS&E documents would be sent over - (handling this verbally at the time of advertising is a normal practice.)
13. Prior to May 11, the Montana Highway Department was verbally advised by the local Bureau of Public Roads office that trouble was anticipated in obtaining approval of the four-lane at the Washington level.
14. On May 11, a conference call between Paul M. Johnson, Acting State Highway Engineer (MHD) and Don B. DeVore, Deputy State Highway Engineer (MHD), both in Helena; and Mr. Baird French, Regional Engineer (BPR) and Mr. E. H. Cowan, Montana Division Engineer (BPR) both in Portland, was held. During this call the Bureau of Public Roads officials indicated the Washington Bureau of Public Roads office had reversed what had recently been done on the Superior-East project, and they regretted that they had gotten the Montana Highway Department into this confusing situation.
15. On May 20 a layout of dual overpass interstate over the Northern Pacific Railway was approved by the Bureau of Public Roads with a reservation indicating uncertainty about four-lane.
16. On May 20 notice was sent by the Montana Highway Department to contractors withdrawing the two river bridges from the May letting.

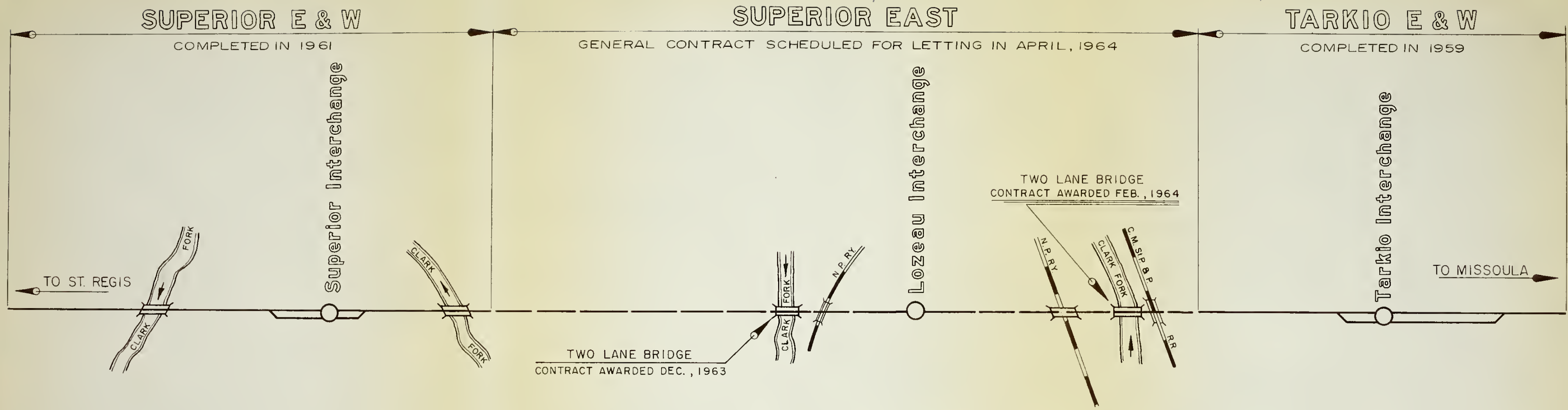
17. On May 28, we (MHD) were shown a copy of a memorandum from Mr. Williams of the Washington BPR office to Mr. French, Regional Engineer (BPR), Portland. This memo seems to indicate that:

- (a) 1975 is the proper design year for the project.
- (b) If the MHD wishes to construct facilities not actually necessary until a time beyond 1984, such construction could be financed with primary funds but not with interstate funds.

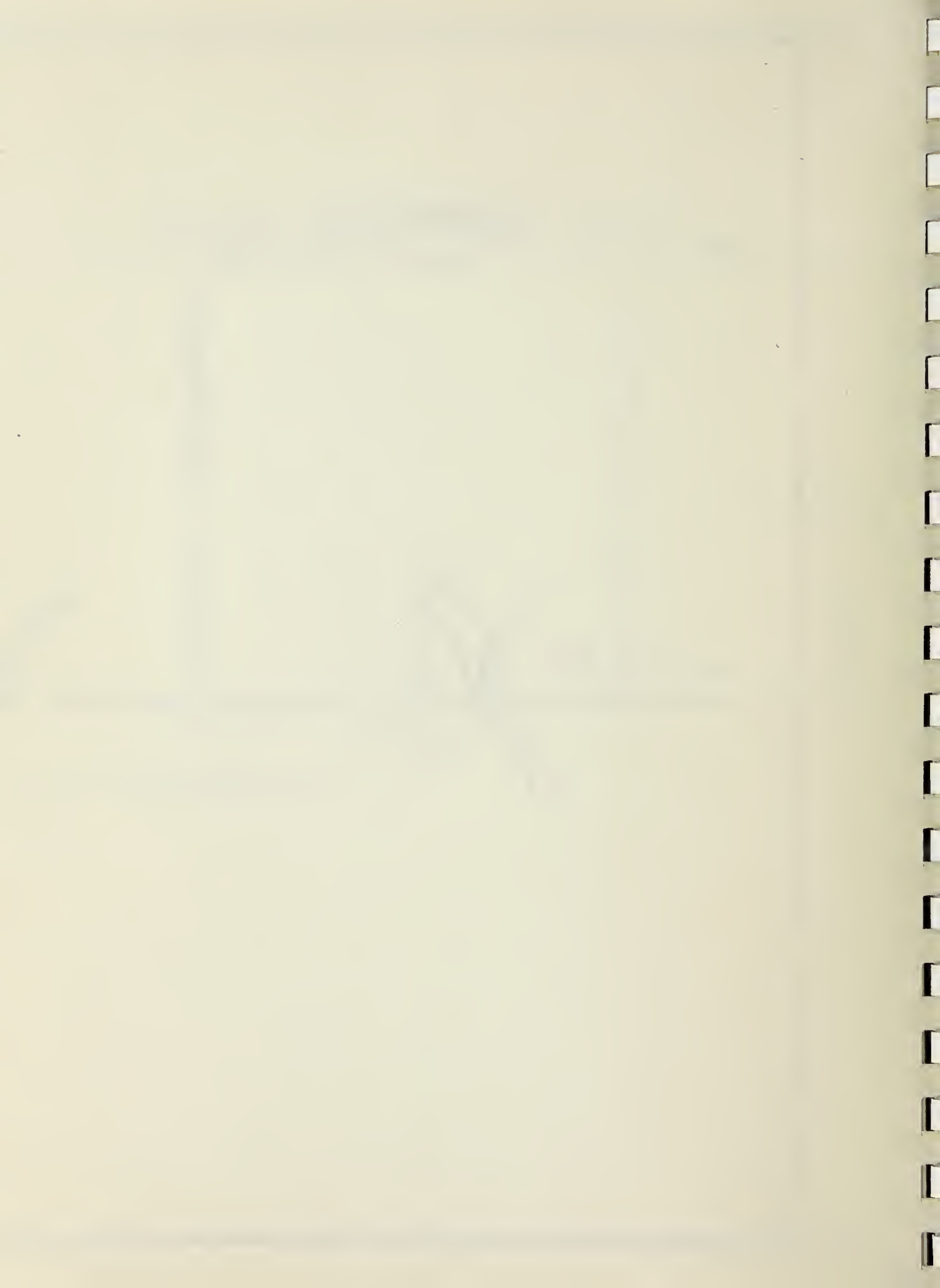
Comments: The Montana Highway Department strongly disagrees with the conclusions of this memo. Furthermore, we condemn it for its failure to give a straightforward answer to the relatively simple situation we seek to have resolved. The simple facts are:

- (1) Under Sec. 4(b) of the Federal Aid Highway Amendments Act of 1963 (Exhibit G) referring to appropriate standards for interstate projects - "Such standards, as applied to each actual construction project shall be adequate . . . for such project for the twenty-year period" - which starts when PS&E documents are approved.
- (2) The proposed construction project, Superior-East, 9.5 miles in length, will have over 700 DHV in the proper design year (1984), and will definitely have to be four-lane.
- (3) We (MHD) ask approval to construct to four-lane standards in accordance with proper standards and applicable Federal Aid Highway Law.

Conclusion: We (MHD) didn't ask for the argument. The BPR placed us in a position where we had to re-design and go for four lanes. We did this in good faith, and the Helena and Portland BPR offices backed us up in good faith. What we ask now is that the Washington BPR office cease its resort to vaguely worded memorandums and obvious misinterpretations of the law and apply the law according to its meaning and obvious intent.



MONTANA 1-90
SUPERIOR - TARKIO AREA
SCALE 1" = 1 MILE



ENGINEERING REPORT
FOR
COMPARISON OF COSTS
OF
ALTERNATE LINES
ON
INTERSTATE ROUTE 1-90

EAST OF SUPERIOR



PREPARED BY
MONTANA STATE HIGHWAY COMMISSION
INTERSTATE DIVISION

NOVEMBER 1, 1960

ENGINEERING REPORT FOR COMPARISON OF COSTS
ON INTERSTATE ROUTE I-90
EAST OF SUPERIOR
November 1, 1960

FOREWORD

This report has been prepared to compare the relative merits of two alternate locations from a point on the PTW approximately six miles southeast of Superior to a point on the PTW approximately three miles northwest of Tarkio. The factors evaluated were construction, maintenance, and operating costs.

LINE DESCRIPTIONS

One location considered ("B" Line) is approximately the line covered by the 108(d) and the 104(b) Estimates. This 5.79-mile, 2-lane section has moderate earthwork but includes two Clark Fork River crossings and three railroad separations.

The other location considered ("A" Line) follows the PTW for the length of the study. This 6.06-mile, 2-lane section includes one railroad separation and a considerable amount of earthwork, rip-rap, retaining wall, and channel modification of the Clark Fork River.

One interchange was included on each line to serve the Louzeau area and preserve the continuity of the local road system.

CONSTRUCTION COSTS

Both lines were estimated as 2-lane roadways with 10-foot shoulders. The estimated 1975 DHV is 500, so at-grade approaches were not considered. The terrain indicates that the design speed should be 60 mph.

Earthwork for both lines was computed from a centerline profile except for the critical portions of the "A" Line, where cross-sections were used.

10" of base, 2" of cushion, and a 4" plant-mix bituminous mat were used as appropriate base and surface courses for both lines.

Unit prices used were based on the 1959 Montana average low bid prices.

The costs of structures over the Clark Fork River and railroad separations were furnished by the Bridge Department. The costs of the interchange structures were estimated using average construction costs.

Detailed costs of these and other items are tabulated later in the report.

Total construction costs were broken down into annual costs using a 4% Capital Recovery Factor and estimated lives of 40 years for earthwork and engineering, 20 years for surfacing, 50 years for structures and right of way, and 30 years for all other items.

MAINTENANCE COSTS

Maintenance costs were estimated on an annual basis and are tabulated later in the report.

OPERATING COSTS

Road user costs were estimated on an annual basis using the adjusted average ADT for the next 20 years. Computations were based on the "Road User Benefit Analysis for Highway Improvements" manual, published by AASHO, using operating costs adjusted to current local prices.

CONCLUSIONS

This study reflects that:

1. Construction costs favor the "B" Line.
2. Maintenance costs favor the "A" Line.
3. Operating costs favor the "B" Line.

The summary of construction, maintenance, and operating costs favors the "B" Line by approximately \$32,000 per year.

The "B" Line is therefore recommended and proposed by the Interstate Division for the further survey and development to construction contract on the basis of this study which indicates an economic savings of two-thirds of a million dollars over a 20-year period. In addition, all factors indicate that the cost of developing a future 4-lane highway on the "A" Line would be prohibitive, due to the lack of room between the Chicago, Milwaukee, St. Paul and Pacific Railroad and the Clark Fork River.

SUPERIOR EAST
SUMMARY OF ANNUAL COSTS

ITEM	ESTIMATED LIFE	4% CRF	"A" LINE		"B" LINE	
			TOTAL	ANNUAL	TOTAL	ANNUAL
Grade & Drain	40	.0505	\$1,251,000	\$ 63,200	\$ 344,000	\$ 17,400
Base & Surface	20	.0736	307,000	22,600	303,000	22,300
Structures	50	.0465	308,000	14,300	1,238,000	57,600
Right of Way	50	.0465	98,000	4,600	41,000	1,900
Engineering	40	.0505	290,000	14,600	293,000	14,800
Miscellaneous	30	.0578	89,000	5,100	93,000	5,400
Maintenance	--	--	--	9,100	--	11,700
Road User	--	--	--	669,500	--	639,700
TOTAL			\$2,343,000	\$803,000	\$2,312,000	\$770,800

SUPERIOR EAST
CONSTRUCTION COSTS "B" LINE
5.79 miles - 2-Lane

CLEAR & GRUB, 5.79 miles at \$6,000 -----	\$ 35,000
EARTHWORK, 600,000 Cu. Yds. at \$.45 -----	270,000
DRAINAGE, 5.79 miles at \$4,500 -----	26,000
*GRADE & DRAIN FRONTAGE ROAD, 1.1 miles at \$7,500 -----	8,000
BASE & SURFACE, 5.79 miles at \$44,000 -----	255,000
*BASE & SURFACE FRONTAGE ROAD, 1.1 miles at \$7,500 -----	8,000
INTERCHANGE STRUCTURE, 120' at \$400 -----	48,000
GRADE & DRAIN RAMPS -----	40,000
BASE & SURFACE RAMPS -----	40,000
RAILROAD SEPARATIONS -----	390,000
CLARK FORK RIVER BRIDGES -----	800,000
GUARDRAIL, 0.6 miles at \$17,000 -----	10,000
FENCE, 11.58 miles at \$3,000 -----	35,000
SIGN INTERCHANGE -----	10,000
ROADWAY SIGNING, 5.79 miles at \$500 -----	<u>3,000</u>
SUBTOTAL -----	\$1,978,000
PRELIMINARY ENGINEERING, (4.8% of Subtotal) -----	95,000
CONSTRUCTION ENGINEERING & CONTINGENCIES (10% of Subtotal) ----	198,000
RIGHT OF WAY & UTILITIES -----	<u>41,000</u>
TOTAL -----	\$2,312,000

*The cost of 1.1 miles of frontage road costing \$16,000 was included in this estimate rather than a separation at Station 600⁺, costing \$40,000.

SUPERIOR EAST
CONSTRUCTION COSTS "A" LINE
6.06 miles - 2-Lane

CLEAR & GRUB, 4.0 miles at \$3,000 -----	\$ 12,000
EARTHWORK, 980,000 Cu. Yds. \$.65 -----	637,000
CHANNEL EXCAVATION, 225,000 Cy. Yds. at \$.50 -----	112,000
RIP RAP, 20,000 Cu. Yds. at \$5.00-----	100,000
RETAINING WALL, 67,000 Sq. Ft. at \$5.00 -----	335,000
DRAINAGE, 6.06 miles at \$4,500 -----	27,000
BASE & SURFACE, 6.06 miles at \$44,000 -----	267,000
INTERCHANGE STRUCTURE, 120' at \$400 -----	48,000
GRADE & DRAIN RAMPS, L. S.-----	40,000
BASE & SURFACE RAMPS, L. S. -----	40,000
RAILROAD SEPARATION -----	260,000
GUARDRAIL, 2.0 miles at \$17,000 -----	34,000
FENCE, 10.12 miles at \$3,000 -----	30,000
SIGN INTERCHANGE, L. S. -----	10,000
ROADWAY SIGNING, 6.06 miles at \$500 -----	<u>3,000</u>
SUBTOTAL -----	\$1,955,000
PRELIMINARY ENGINEERING, (4.8% of Subtotal) -----	94,000
CONSTRUCTION ENGINEERING CONTINGENCIES, (10% of Subtotal) -----	196,000
RIGHT OF WAY & UTILITIES -----	<u>98,000</u>
TOTAL -----	\$2,343,000

SUPERIOR EAST
ANNUAL MAINTENANCE COSTS

INTERSTATE 2-LANE ----- \$1,500 per mile
PTW ----- 500 per mile

"A" LINE

6.06 miles at \$1,500 = \$ 9,090

"B" LINE

5.79 miles at \$1,500 = \$ 8,685
6.10 miles at \$500 = 3,050

TOTAL = \$11,735

SUPERIOR EAST
ANNUAL ROAD USER COSTS

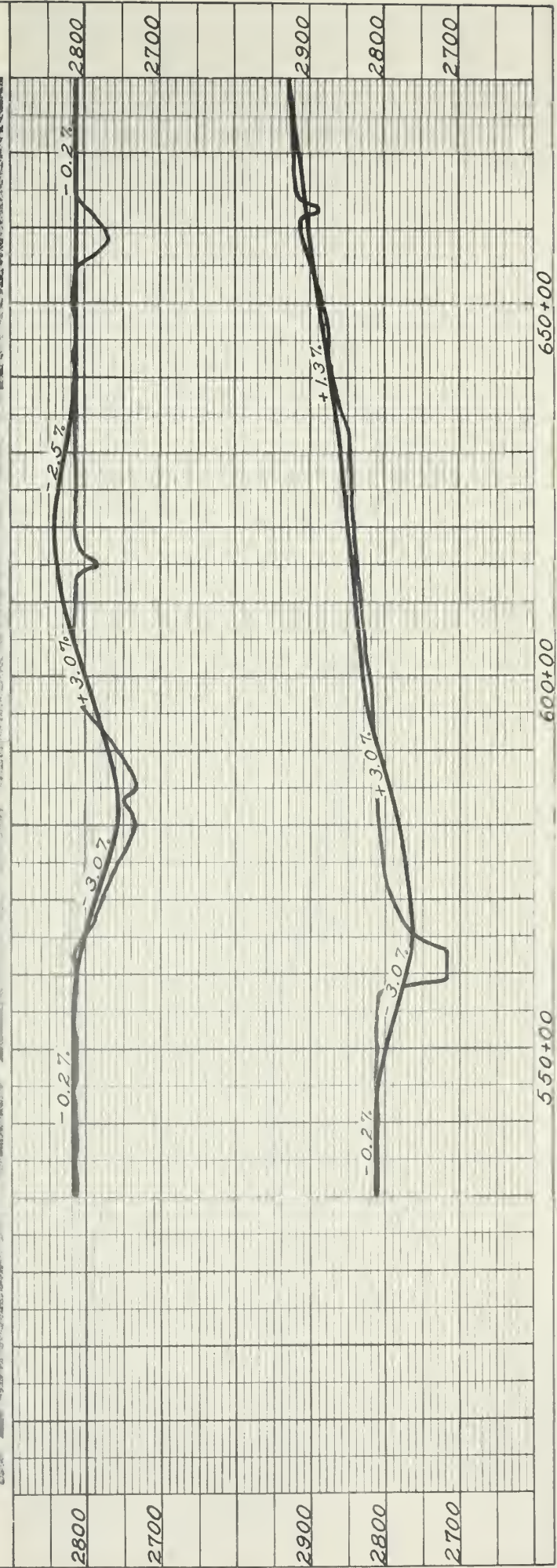
PRESENT ADT = 1630 Vehicles
FUTURE ADT = 3857 Vehicles
AVERAGE ADT = 2744 Vehicles
8% TRUCKS - Assume 1 truck equivalent to 3 cars
ADJUSTED AVERAGE ADT = 3183 Cars

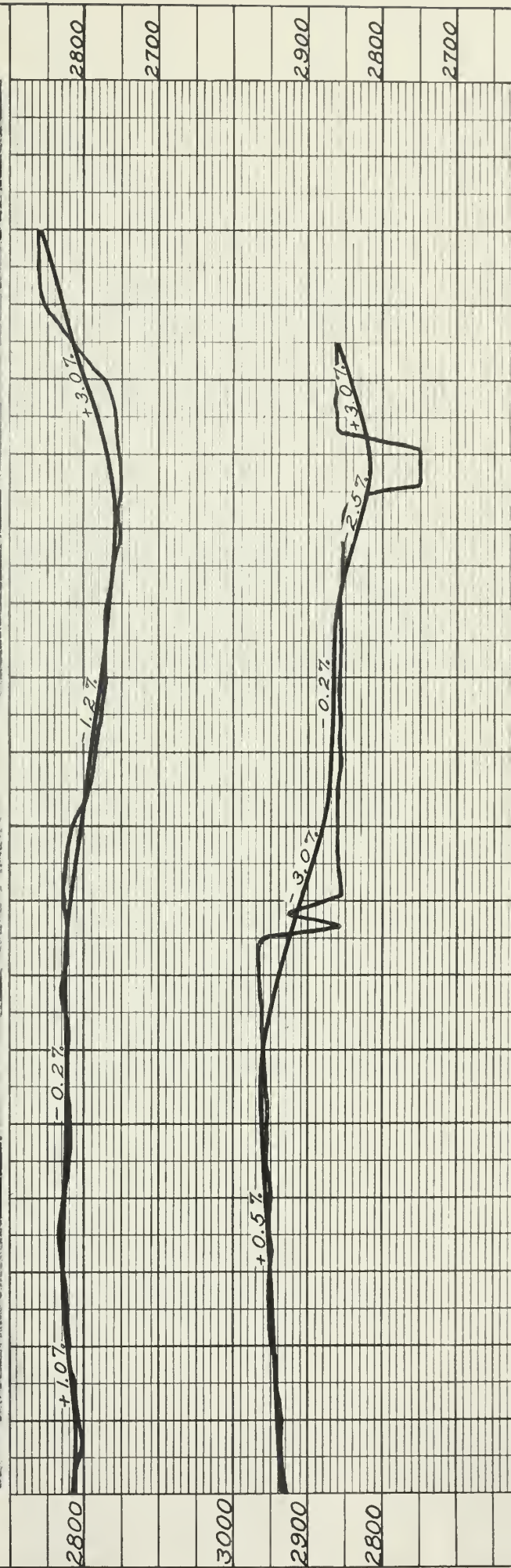
"A" LINE

3183 X 6.06 X \$.0951 X 365 = \$669,549

"B" LINE

3183 X 5.79 X \$.0951 X 365 = \$639,718





INTER-DEPARTMENTAL MEMORANDUM

STATE HIGHWAY DEPARTMENT OF MONTANA

From: Grover O. Powers, Interstate Engineer

Date: August 10, 1961

To: Don B. DeVore, Technical Engineer

Subject: I-IG 90-1(8)50
Superior East Preliminary
Planning Directive.

This report is being furnished with the transmittal of the field survey and related material on the subject project as a guide in developing the preliminary design plans.

GENERAL

The project begins approximately 2.2 miles east of Superior and extends southeasterly approximately 9.5 miles to a point approximately 2.5 miles west of Tarkio. Contemplated construction consists of approximately 9.5 miles of 2-lane roadway, two Clark Fork River bridges, two Northern Pacific Railroad separations, one Chicago, Minneapolis, St. Paul and Pacific Railroad separation, one diamond type interchange, and approximately 1.4 miles of frontage road. As the estimated 1975 DHV through this section is approximately 500, no at-grade approaches will be permitted.

ALIGNMENT

From the beginning of the project at Station 356 + 00 to the curve with P.I. Station 634 + 90.58 the eastbound lanes are to be constructed 50 feet right of the staked line with the future westbound lanes planned 10 feet left of the staked line. The crossover from westbound construction to eastbound construction is to be accomplished on the curve with P.I. Station 351 + 72.5 and the crossover from eastbound construction to westbound construction is to be accomplished on the curve with P.I. Station 634 + 90.58. From the curve with P.I. Station 634 + 90.58 to the curve with P.I. Station 783 + 67.95 the westbound lanes are to be constructed 30 feet left of the staked line with the future eastbound lanes planned 30 feet right of the staked line. From the curve with P.I. Station 783 + 67.95, through the equation (Station 829 + 95.21 BK = 0 + 00 AH), to the end of the project at Station 29 + 00 the westbound lanes are to be constructed 35 feet left of the staked line with the future eastbound lanes planned 25 feet right of the staked line.

RAILROAD SEPARATIONS

Station 582 + 02.43

Structure under the N.P.RR.

Station 763 + 68.0

Structure over the N.P. RR.

Station 827 + 69.14

Structure under the C.M.St.P.&P. RR.

(more)

Powers

August 10, 1961

- 2 -

DeVore

I-IG 90-1(8)50
Superior East.

BRIDGES

Station 563₊

Bridge over the Clark Fork River.

Station 820₊

Bridge over the Clark Fork River.

INTERCHANGE

Station 668₊

A diamond type interchange will serve the Louzeau and Cobden areas. A preliminary layout for this interchange will be submitted by the Traffic Department.

FRONTAGE ROADS

Station 608₊ to Station 668₊

Frontage road on the right to preserve the South Side Forest Service Road No. 344. This 1.1 miles of frontage road is proposed as it is estimated that this frontage road will cost approximately \$16,000 as compared to an estimated \$40,000 to provide a separation at Station 608₊.

Station 22₊ to Station 35₊

Frontage road on the left to preserve the local road between Louzeau and Tarkio.

A future frontage road is to be shown on the northerly side of the C.M.ST. P. & P. RR between Station 355₊ and Station 550₊. This frontage road is proposed to be constructed at the time the PTW through this area is obliterated by the construction of the future westbound lanes.


STOCK & MACHINERY PASSES

A 12' X 16' stock and machinery pass is proposed at Station 506 + 40₊, pending justification through R.O.W. appraisals.

GOP:SK:gh

Enclosure: Translite Print

cc: Jones (2), (w/two prints)
Wickman (2), "
Chittim (2), "
Ostenson (2), "
Thompson, (w/one print)
Bogy, "
Gagle, "
Ratchford, "
RiChey, "
Hargrove, "
Bureau of Public Roads (3), (w/three prints)



Avoid Verbal Instructions



March 27, 1964

[illegible]

We believe that further consideration should be given to constructing this project to four lanes under the present program. We also believe that further consideration should be given to the design features of the presently proposed facility, as they relate to future construction of additional lanes.

(more)

Design features of two proposed railway underpasses in particular do not appear to be suited for provision of additional lanes.

We will defer action on the State's program submittal for this project, pending reply to these comments.

STATE OF MONTANA

TIM BABCOCK, GOVERNOR



FRED QUINNELL, JR.
STATE HIGHWAY ENGINEER

COMMISSIONERS

ROY L. SORRELLS, CHAIRMAN
BILLINGS
S. N. HALVORSON, VICE-CHAIRMAN
KALISPELL
OTIS S. WATERS, MEMBER
RICHEY
GEORGE M. GOSMAN, MEMBER
DILLON
TED JAMES, MEMBER
GREAT FALLS
JOHN D. WHEELER, SECRETARY
HELENA

HIGHWAY COMMISSION

STATE HIGHWAY DEPARTMENT

HELENA, MONTANA

IN REPLY REFER TO:

March 31, 1964

IN:ACQ

Bureau of Public Roads
Capitol P. O. Box 277
Helena, Montana

Re: I 90-1(8)50
Superior East (50-60).

Gentlemen:

We refer to your letter of March 27, 1964, concerning 4-lane versus 2-lane construction for the subject project, and we agree that 4-lane construction would be highly desirable, especially since the two proposed 2-lane roadway underpasses are not especially suited to the addition of the future lanes; however, we question the advisability of upgrading only the subject project to 4-lane standards without considering the very short sections of 2-lane which would remain on either end. As can be seen from the attached sketch map, a $1\frac{1}{2}$ mile section of 2-lane on the west end and a 2+ mile section of 2-lane on the east end would both be sandwiched in between 4-lane sections. It is nationally accepted as a fact that, from a standpoint of safety and continuity, this type of situation should be avoided if at all possible.

Therefore, in order to make appropriate determinations with respect to the matters referenced in your letter, your required action on our proposal to add additional lanes at either end of the project will be appreciated.

For your information, we are attaching a sketch map, showing the relationship of the subject project to the completed 2-lane and 4-lane sections in the area and also giving a brief history of the accidents which have occurred on the completed 2-lane sections.

As this project is scheduled for an early letting date, we would appreciate your earliest possible attention. If any other information is required concerning this matter, please advise.

Very truly yours,

ACQ:SK:gh

Enclosures

cc: Thompson *10/2-1*
Chittim
Ostenson *10/2-1*
Jones
Wickman
Griffith

FRED QUINNELL, JR.
State Highway Engineer

By

Arthur C. Quinnell
Arthur C. Quinnell
Interstate Engineer

Memorandum

RECEIVED
MAY 1 1964
HELENA, MONTANA

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MONTANA HIGHWAY
DEPARTMENT

TO : State Highway Commission
Helena, Montana

DATE: April 28, 1964

ATTENTION: Mr. Morris Griffith, Office Engineer
FROM : E. H. Cowan, Division Engineer
Helena, Montana

SUBJECT: Montana Federal-aid Interstate Program

		In reply refer to:							
		COMMISSION							
		CHIEF ENGR.							
		TECH. ENGR.							
		ADMIN. ENGR.							
		MAINTENANCE							
		BRIDGE							
		R/W .							
		CONSTRUCTION							
		PRE CONS.							
		INTERSTATE							
		SER. ROADS							
		ACCOUNTING							
		ROAD PLANS							
		OFFICE ENGR.							
		PLAN. SURVEY							
		PUBLIC INFO.							
		PERSONNEL							

Approved effective today is the programing of the following projects included within the above program.

<u>Item</u>	<u>Project</u>	<u>Location</u>	<u>Phase</u>	<u>Stage</u>
311	I 90-1(31)54	US 10, 6.0 mi. SE of Superior	Const.	2
312	I 90-1(32)59	US 10, 3.3 mi. NW of Tarkio	Const.	2

Project I 90-1(31)54 provides for construction of the west-bound lane bridge over the Clark Fork River approximately 6.0 miles southeast of Superior. The east-bound lane structure is presently under contract as project I 90-1(24)54 awarded February 26, 1964.

Project I 90-1(32)59 provides for construction of the east-bound lane bridge over the Clark Fork River approximately 3.3 miles northwest of Tarkio. The west-bound lane structure is presently under contract as project I 90-1(25)59 awarded December 18, 1963.

Because of the change in design year, this section of Interstate 90 will now be constructed to four lanes. The above projects will provide for completion of river crossings to four lanes, and the grading projects and projects for remaining structures will, when let, complete this section to four lanes.

Public hearings covering this project were held in Superior November 21, 1957 and in Tarkio August 21, 1962.

This approval provides for work estimated to cost a total of \$1,050,000 of which \$957,915 is Federal funds requested at this time.

All work shall conform to the requirements of PPM 20-4.

Approved copies of Form PR-1 are attached for your files.

Attachments



Representatives within ten days subsequent to January 2, 1968. Upon the approval by the Congress, the Secretary shall use the Federal share of such approved estimate in making apportionments for the fiscal year ending June 30, 1970. The Secretary shall make a final revised estimate of the cost of completing the then designated Interstate System after taking into account all previous apportionments made under this section, in the same manner as stated above, and transmit the same to the Senate and the House of Representatives within ten days subsequent to January 2, 1969. Upon the approval by the Congress, the Secretary shall use the Federal share of such approved estimate in making apportionments for the fiscal year ending June 30, 1971."

SEC. 4. Subsection (b) of section 106 of title 23, United States Code, is hereby amended to read as follows:

"(b) The geometric and construction standards to be adopted for the Interstate System shall be those approved by the Secretary in cooperation with the State highway departments. Such standards, as applied to each actual construction project, shall be adequate to enable such project to accommodate the types and volumes of traffic anticipated for such project for the twenty-year period commencing on the date of approval by the Secretary, under section 106 of this title, of the plans, specifications, and estimates for actual construction of such project. The right-of-way width of the Interstate System shall be adequate to permit construction of projects on the Interstate System to such standards. The Secretary shall apply such standards uniformly throughout all the States."

SEC. 5. Subsection (c) of section 131 of title 23, United States Code, is amended by striking out "1963" and inserting in lieu thereof "1965".

SEC. 6. Section 307(c)(1) of title 23, United States Code, is amended to read as follows:

"(c)(1) Not to exceed 1½ per centum of the sums apportioned for each fiscal year prior to the fiscal year 1964 to any State under section 104 of this title shall be available for expenditure upon request of the State highway department, with the approval of the Secretary, with or without State funds, for engineering and economic surveys and investigations; for the planning of future highway programs and the financing thereof; for studies of the economy, safety, and convenience of highway usage and the desirable regulation and equitable taxation thereof; and for research and development, necessary in connection with the planning, design, construction, and maintenance of highways and highway systems, and the regulation and taxation of their use."

SEC. 7. (a) Subsection (c) of section 106 of title 23, United States Code, is amended to read as follows:

"(c) Items included in any such estimate for construction engineering shall not exceed 10 per centum of the total estimated cost of a project financed with Federal-aid primary, secondary, or urban funds, after excluding from such total estimated cost, the estimated costs of rights-of-way, preliminary engineering, and construction engineering: *Provided*, That such limitation shall be 15 per centum in any State with respect to which the Secretary finds such higher

limitation to be necessary. For any project financed with interstate funds, such limitation shall be 10 per centum."

(b) The second sentence of subsection (d) of section 121 of title 23, United States Code, is amended to read as follows: "Payments 72 stat. 900. for construction engineering on any project financed with Federal-aid primary, secondary, or urban funds shall not exceed 10 per centum of the Federal share of the cost of construction of such project after excluding from the cost of construction the costs of rights-of-way, preliminary engineering, and construction engineering: *Provided*, That such limitation shall be 15 per centum in any State with respect to which the Secretary finds such higher limitation to be necessary. For any project financed with interstate funds, such limitation shall be 10 per centum."

Approved October 24, 1963.

LEGISLATIVE HISTORY:

HOUSE REPORT No. 550 (Comm. on Public Works).
SENATE REPORT No. 552 (Comm. on Public Works).
CONGRESSIONAL RECORD, Vol. 109 (1963):

July 24: Considered and passed House.

Oct. 2: Considered and passed Senate, amended.

Oct. 17: House concurred in Senate amendments.

EXHIBIT G

1963 Amendments of
Fed. Aid Hwy Act.

